

**ASSOCIATION of
GOVERNMENTS**

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Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

MEETING OF THE

**TRANSPORTATION &
COMMUNICATIONS COMMITTEE**

**Thursday, October 7, 2004
10:30 a.m. – 12:15 p.m.**

**SCAG Offices
San Bernardino Conference Room
818 W. 7th Street, 12th Floor
Los Angeles, California 90017
213. 236.1800**

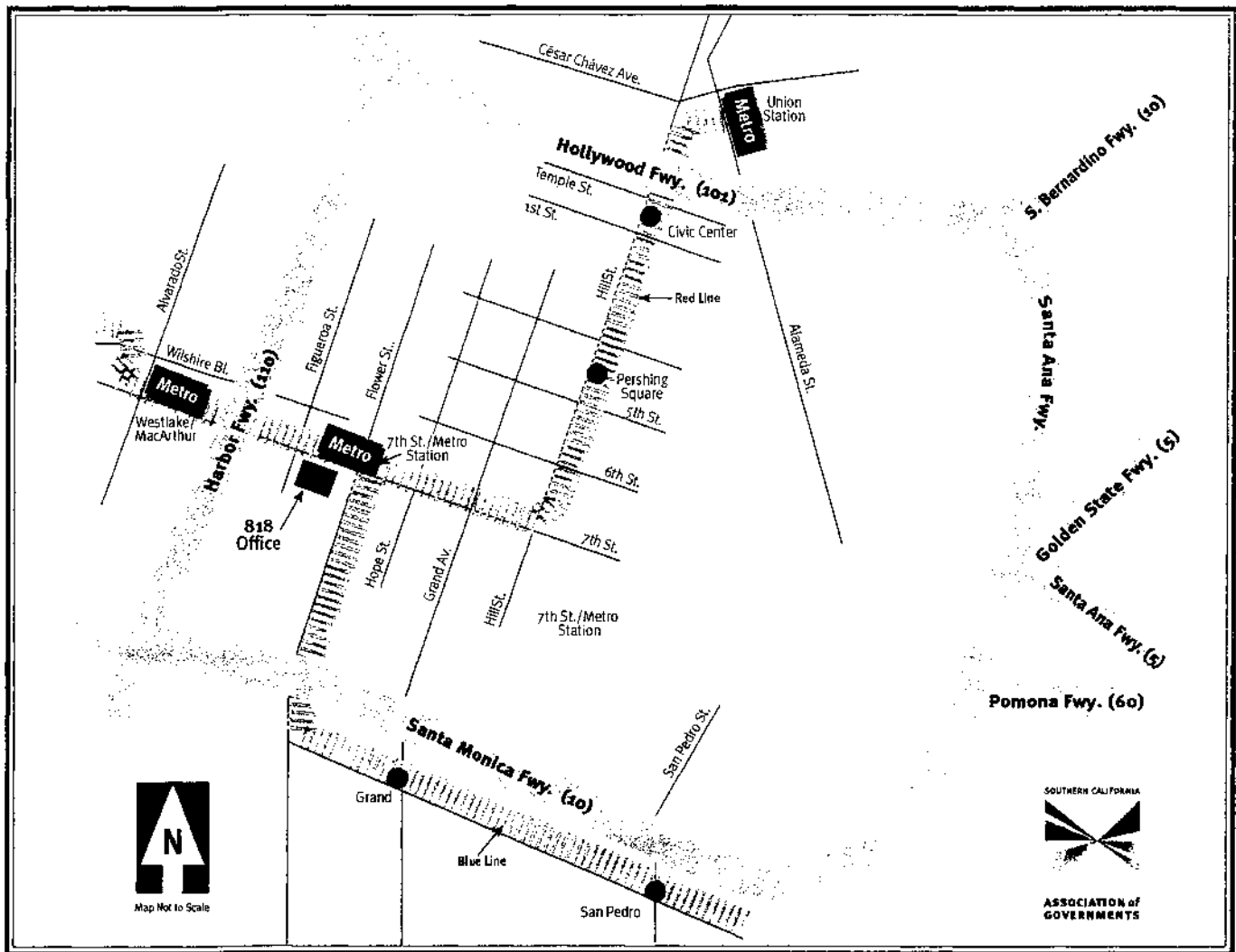
MAP & AGENDA ENCLOSED

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov.

Agendas and Minutes for the Transportation and Communications Committee are available on the web @ www.scag.ca.gov/committees/tcc.htm

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- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

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- SCAG is accessible by all Metrolink Service to Union Station. At transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Line Service to SCAG is also available from Alvarado Station.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
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ASSOCIATION of
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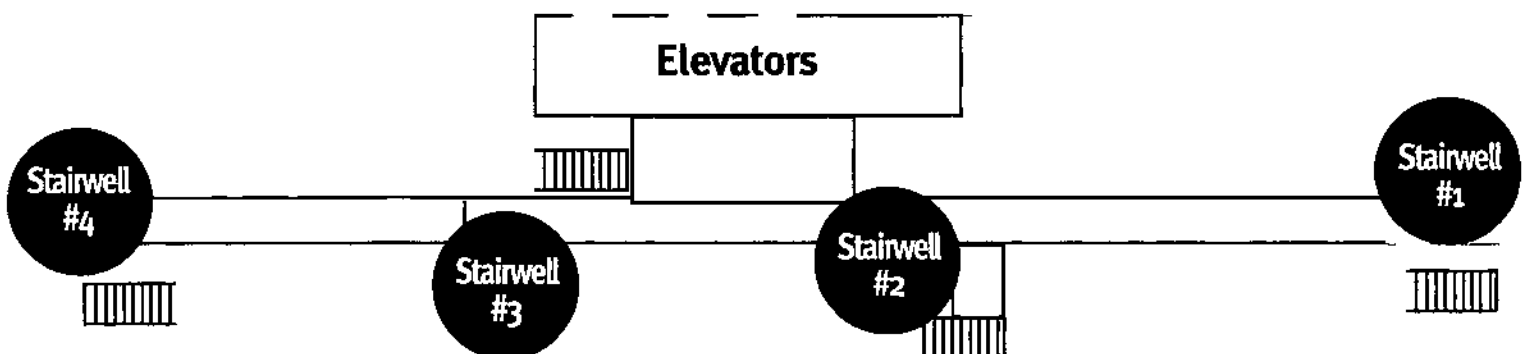
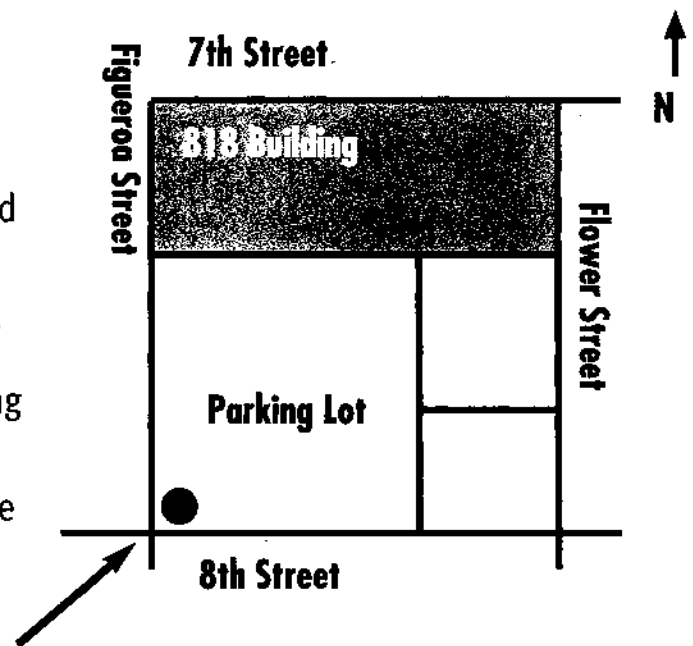
Rev. 12/30/97

Emergency Evacuation Procedures:

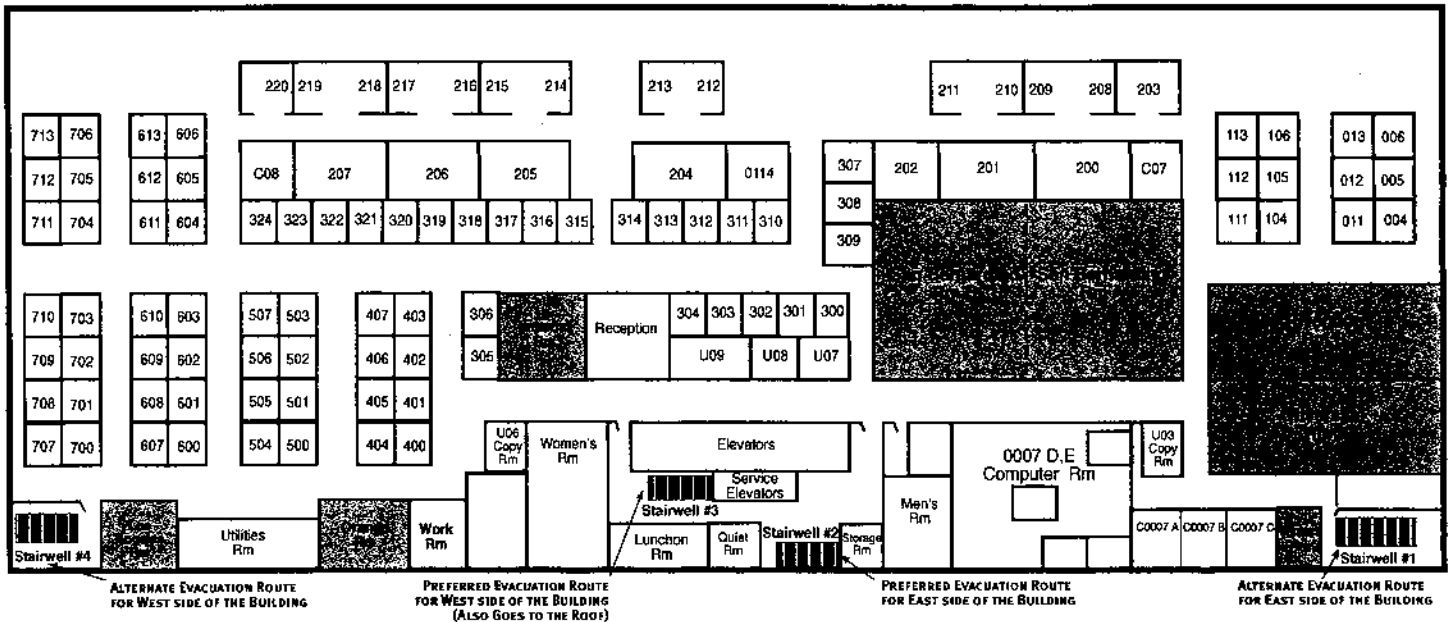
- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown below and on the maps on the back side of this flyer. The preferred evacuation stairwells are #2 and #3.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.

Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

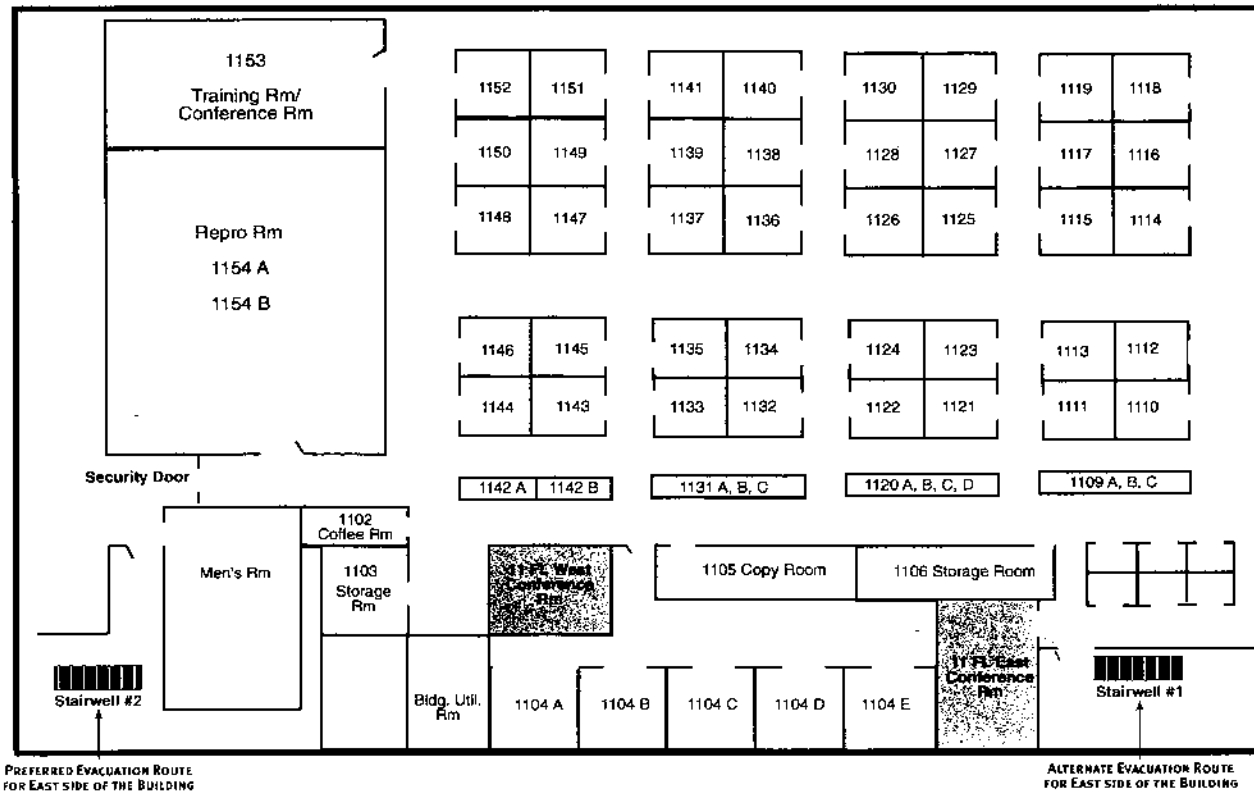
Upon meeting at 8th and Figueroa, roll will be taken. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

	PAGE #	TIME
1.0 <u>CALL TO ORDER</u>		
2.0 <u>PUBLIC COMMENT PERIOD</u> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. When you are called to speak, please come forward and state your name for the record.		
3.0 <u>REVIEW and PRIORITIZE AGENDA ITEMS</u>		
4.0 <u>CONSENT CALENDAR</u>		
4.1 <u>Approval Items</u>		
4.1.1 <u>Approve Minutes of September 2, 2004 Attachment</u>	1	
4.2 <u>Receive and File</u>		
4.2.1 <u>Intergovernmental Review Report (IGR)</u> The Intergovernmental Review Clearinghouse Report is available on SCAG's web page. Copies of the report are available upon request at SCAG.		
4.2.2. <u>SCAG Legislative Matrix Attachment</u>	6	



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
5.0	<u>ACTION ITEMS</u>			
	There are no Action Items at this time.			
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>State Transportation Funding Attachment</u>	Arthur Bauer, Arthur Bauer & Assoc.	10	15 minutes
	Mr. Bauer will provide a brief overview of State Transportation funding issues including a review of the State's North/South allocation of funds.			
6.2	<u>State and Federal Legislative Update Attachment</u>	Charlotte Pienkos, Govt. Affairs Analyst SCAG	13	5 minutes
	Government Affairs will provide an update of recent events in the Legislature.			
6.3	<u>I-710 (San Pedro Ports to SR-60) Community Involvement Process Milestone Attachment</u>	Ernest Morales/ Consultant Team, LACMTA	15	10 minutes
	Project staff will brief the committee on the consensus action approved by the I-710 TAC and community involvement process for implementing a refined improvement strategy as contained in the 2004 RTP.			



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>INFORMATION ITEMS (cont.)</u>			
6.4	<u>HOV Lane Performance Study</u> Attachment Additional Supplement Enclosed	Al Bowser, Lead Regional Planner, SCAG	26	15 minutes
	Staff will present the findings, conclusions and recommendations of the HOV Lane Performance Study.			
6.5	<u>2004 Regional Transportation</u> <u>Improvement Program</u> Attachment	Rosemary Ayala, Lead Regional Planner, SCAG	28	5 minutes
	Staff will give an update on the 2004 Regional Transportation Improvement Program.			
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Councilmember Lowe		
8.0	<u>CHAIR REPORT</u>			
9.0	<u>STAFF REPORT</u>	Rich Macias, Manager, Transportation Policy & Planning, SCAG		
10.0	<u>FUTURE AGENDA ITEMS</u>			
	Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.			



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee is scheduled for Thursday, November 4, 2004, at the SCAG office.



Transportation and Communications Committee

Action Minutes

Meeting Date: Thursday, September 2, 2004

Meeting Location: SCAG Offices
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

The following minutes are a summary of actions taken by the Transportation and Communications Committee. Audio recordings of the meeting may be heard in the SCAG office during office hours.

Committee Chair: Lee Ann Garcia, Grand Terrace
Committee Vice Chair: Harry Baldwin, San Gabriel

Members Present

Aldinger, Jim
Bone, Lou
Brown, Art
Buckley, Tom
Burke, Yvonne
Dale, Lawrence
Daniels, Gene
Dixon, Richard
Flickinger, Bonnie
Gurule, Frank
Hernandez, Robert
Herrera, Carol
Lowe, Robin
Miller, Llewellyn
O'Connor, Pam
Proo, Bea
Ridgeway, Tod
Roberts, Ron
Rutherford, Mark
Spence, David
Stanford, Dick
Szerlip, Don
Talbot, Paul
Uranga, Tonia Reyes

Representing

Manhattan Beach
Tustin
Buena Park
Lake Elsinore
Los Angeles County
Barstow
Paramount
Lake Forest
Moreno Valley
Cudahy
Anaheim
Diamond Bar
Hemet
Claremont
Santa Monica
Pico Rivera
Newport Beach
Temecula
Westlake Village
Arroyo Verdugo
Azusa
South Bay Cities
Alhambra
Long Beach

Members Absent

Adams, Steve
Becerra, Glen
Biane, Paul
Cole, George
Davis, Bill
DeYoung, Cathryn
Dunlap, Judy
Fasana, John
George, Gary
Herzog, Peter
Isadore Hall,
Keenan, Tim
Lowenthal, Bonnie
Marshall, Patsy
Mikels, Judy
Millhouse, Keith
Nuaimi, Mark
Ovitt, Gary
Pettis, Greg
Pieper, Will
Smith, Charles
Smith, Greig
Smyth, Cameron
Sykes, Tom
Tyler, Sidney

Representing

Riverside
Simi Valley
San Bernardino County
Bell, Gateway Cities
Simi Valley
Laguna Niguel
Inglewood
Duarte
Redlands
Lake Forrest
Compton
Cypress
Long Beach
Buena Park
Ventura County
Moorpark
Fontana
Ontario
Cathedral City
Desert Hot Springs
Orange County
Los Angeles
Santa Clarita
Walnut
Pasadena

New Members

None

Representing

Transportation and Communications Committee

Action Minutes

1.0 CALL TO ORDER

Chair Lee Ann Garcia called the meeting to order at 10:32 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes of August 5, 2004

4.2 Receive and File

4.2.2 Intergovernmental Review (IGR)

4.2.3 SCAG Legislative Matrix

4.2.4 Regional Transportation Plan Checklist

MOTION was made to approve the consent calendar items, SECONDED, and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 Draft 2004 Regional Transportation Improvement Program (RTIP)

Hasan Ikhata, SCAG staff, began the presentation by stating MTA staff will be recommending to their Board of reprogramming two hundred to three hundred million dollars to put into the TCM for implementation. Staff recommended that the Regional Council approve the TIP with the understanding that the MTA Board will act favorably on this issue. Staff will then submit it to the Federal and State agencies for their review.

Mr. Ikhata then stated that if for some reason the MTA Board does not favorably act on the action at their September 23rd meeting, the subject of the RTP will come up once again at our October committee meeting.

Mr. Ikhata then went on to introduce Mr. Roger Snoble, Chief Executive Officer of MTA, to say a few words on the subject. Mr. Snoble expressed that the major challenge for the last several years has been the large problem that the State of California has caused by not allocating transportation funds back to all of the

Transportation and Communications Committee

Action Minutes

commissions. In Los Angeles County alone, two billion dollars have withheld, obstructing our ability to deliver projects.

Over this summer the Staff at MTA has been working on a ten-year financial forecast so that MTA can assure these projects can continue to operate once built. We have to prove to the Federal Government that we can operate the projects for the next twenty years. Consequently, MTA has been looking at ways that they can restore all of the important projects in their short-term transportation plan and see if there are ways they can continue to add other important projects that are crucial to the Region. It is likely that the ten-year forecast will be presented to the MTA Board in October. The projects that are important to the air quality process, the TCM's, in Los Angeles County can not wait until that time frame so we are taking these projects to MTA's Board this month.

Mr. Snoble indicated that MTA would pursue bonding as well as reallocate funds in order to fund TCM's in the RTIP. This action will be taken to the MTA board at their September 23 meeting.

Ron Roberts, City of Temecula and President of SCAG, thanked Mr. Snoble and the MTA Board for taking the action to hopefully resolve our short-term conformity issues. Mr. Roberts additionally stated that he hoped that MTA could work with SCAG in unity as a Southern California team when it goes to Washington, D.C. As a group we need to show solidarity so we do not lose funding to our region due to developments in other parts of the region, such as the Bay Bridge issue.

Dick Stanford, Azusa, commented that he was concerned about the extension of the Gold Line II not being on the list of priority projects because it is not a TCM. Mr. Stanford then stated that he felt MTA had thus far been a blockage to the extension and requested that MTA support Gold Line II getting it to a TCM and beyond.

Mr. Snobel advised Mr. Stanford that the Gold Line II extension is not in MTA's Short Range Plan but that it is in their long-range plan. MTA's Ten- Year Forecast will come forward with some ways to address this issue. It will come up with ways to make local commitments, to tie in with the federal commitments, to at least make the extension to Azusa area possible within the next five to ten year time frame. One of the problems that needs to be addressed if we were able to build the Gold Line is the funding for operation. This also needs to be addressed in the TenYear Forecast.

At the end of the presentation and comments, Mr. Ikhrata asked that if there were no further questions he would like to move a recommendation to the Regional Council for approval of the Resolution for the Regional Transportation Improvement Program.

Transportation and Communications Committee

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Motion was MOVED, SECONDED, and UNANIMOUSLY APPROVED to recommend adoption of Resolution #04-453-2 for the Regional Transportation Improvement Program.

5.2 Maglev 2004 Conference, Shanghai

Zahi Faranesh, SCAG staff, gave a brief overview of the Maglev Conference Shanghai will be hosting in October 26-28, 2004.

Staff requested that the TCC approve an expenditure of \$4,000 to send two representatives to the Maglev conference in Shanghai.

Motion was MOVED, SECONDED, and UNANIMOUSLY APPROVED to authorize expenditure to send two SCAG representatives to the Maglev Conference in Shanghai, China.

6.0 INFORMATION ITEMS

6.1 Logistics and Distribution: An Answer to Regional Upward Social Mobility

John Husing, President, Economics & Politics, Inc., presented a summary of a specially-commissioned SCAG report which describes how the logistics industry will be a source of job advancement and good pay for the expanding minimally educated segments of Southern California's population. It also describes several regional strategies that will help ensure that the expected growth in logistics can occur, bringing these and other benefits to the region.

6.2 Watch the Road

Lan Nguyen, LADOT, provided an overview of a major safety campaign underway in the region. Watch the Road is an education and awareness campaign designed to reduce the bad behaviors of roadway users in Los Angeles County that contribute to traffic crashes. The campaign targets drivers, pedestrians and bicyclists; its goals are to save lives, reduce injuries and relieve traffic congestion. The campaign was formally launched in May of this year and is expected to last about eighteen months.

6.3 State Transportation Funding

Due to lack of time this item was held over.

6.4 State and Federal Legislative Update

Due to lack of time this item was held over.

Transportation and Communications Committee

Action Minutes

6.5 HOV Lane Performance Study

Due to lack of time this item was held over.

7.0 MAGLEV TASK FORCE REPORT

No report at this time.

8.0 CHAIR REPORT

No report at this time.

9.0 STAFF REPORT

No report at this time.

10.0 FUTURE AGENDA ITEMS

Further discussion of John Husing's presentation on logistics and distribution industries and its potential to enhance regional upward social mobility in the SCAG region.

11.0 ANNOUNCEMENTS

Harry Baldwin, San Gabriel, stated that he wanted to give the committee members the opportunity to participate in the original transportation plan for Los Angeles the El Camino Real, the NAFTA quarter, that stopped at the San Gabriel Mission. The event will be held on Saturday, September 2, 2004. The Pompadours, the original settler's of Los Angeles, their relatives and descendents will be marching from San Gabriel Mission to Los Angeles for a celebration at Olvera Street.

12.0 ADJOURNMENT

Chair Garcia adjourned the meeting at 12:07 p.m. The next committee meeting will be held on October 7, 2004, 10:30 a.m., at the SCAG Office.

Action Minutes Approved by:



Hasan Ikhrata, Director
Planning & Policy Department

MEMO

DATE: October 7, 2004
TO: Transportation and Communications Committee
FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov
SUBJECT: State Legislative Matrix

SUMMARY:

Attached to this memorandum are the bills and constitutional amendments of interest to the Transportation and Communications Committee.

As of this writing on September 16th, the Governor may still sign or veto bills in his possession until September 30th. Several bills on which SCAG took positions remain on the Governor's desk, as is indicated on the matrix. Government Affairs will provide an update to the committee on the Governor's actions at the October 7th meeting.

CAP#98918



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Private file: SCAG

CA AB 2207 **AUTHOR:** Levine (D)
TITLE: Statistical Districts: San Fernando Valley
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2004
ENACTED: 07/19/2004
LOCATION: Chaptered
CHAPTER: 181
SUMMARY:
 Requires any state agency or department that develops and maintains data and statistics on the municipal level, to make a separate breakdown of the San Fernando Valley, in the preparation and maintenance of any statistical analyses by city. Authorizes state agencies to require the City of Los Angeles to provide all necessary data. Provides for an alternative method be used to determine the separate breakdown if a tax area code is used in the analysis.
STATUS:
 07/20/2004 Chaptered by Secretary of State. Chapter No. 181
COMMENTARY:
 The statistical data that will be provided as the result of enactment of AB 2207 will assist SCAG's planning efforts.
Position: SCAG-Sup 04/02/2004

Private file: Transportation

CA AB 1663 **AUTHOR:** Dutra (D)
TITLE: Vehicle Additional Registration Fees
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
ENACTED: 09/14/2004
LOCATION: Chaptered
CHAPTER: 514
SUMMARY:
 Relates to the additional fees charged on all commercial motor vehicles for vehicle registration used for vehicle theft crime programs, to extend the repeal date for such fees. Requires each participating county to issue a fiscal year-end report to the Controller, summarizing certain matters. Provides if a county fails to submit the report, the authority to collect the fee would be suspended. Requires the review of such reports to determine if the fee revenues are being utilized as required.
STATUS:
 09/14/2004 Signed by GOVERNOR.
 09/14/2004 Chaptered by Secretary of State. Chapter No. 514
Position: League-Sup

CA AB 2024 **AUTHOR:** Bermudez (D)
TITLE: Ports: Transportation Network
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
LAST AMEND: 08/19/2004
LOCATION: To Governor
SUMMARY:
 Requires the ports of Los Angeles and Long Beach to evaluate changes in goods movement network to gauge adherence by these ports to certain state goals relative to utilization of and congestion at ports and to collect statistics regarding compliance with federal, state and local efforts to achieve certain related objectives and to report to the Business, Transportation and Housing Agency, the Office of Goods Movement and the legislative committees on transportation.
STATUS:
 09/09/2004 *****To GOVERNOR.
NOTES: Bermudez Staff: Paul Gonsalves (916) 319-2056
COMMENTARY:
 Similar to AB 2041 (Lowenthal).

CA AB 2032 **AUTHOR:** Dutra (D)
TITLE: HOT Lanes: Demonstration Projects
FISCAL COMMITTEE:

URGENCY CLAUSE: yes
INTRODUCED: no
ENACTED: 02/13/2004
LOCATION: 09/09/2004
CHAPTER: Chaptered
SUMMARY: 418

Authorizes the San Diego Association of Governments, the Sunol Smart Carpool Lane Joint Powers Authority, the Santa Clara Valley Transportation Authority and the Alameda County Congestion Management Agency to undertake value pricing programs involving various HOT lanes under the jurisdiction of these sponsoring agencies. Requires a portion of the funding from tolls to be used for construction of high-occupancy vehicle facilities and the improvement of transit services.

STATUS:
 09/09/2004 Signed by GOVERNOR.
 09/09/2004 Chaptered by Secretary of State. Chapter No. 418
Position: CALCOG-Sup

CA AB 2043

AUTHOR: Lowenthal (D)
TITLE: Maritime Port Strategic Master Plan Task Force
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LAST AMEND: 07/07/2004
LOCATION: To Governor
SUMMARY:

Requires the California Marine and Intermodel Transportation System Advisory Council to meet on an unspecified basis, hold public hearings, and compile data on certain issues relating to the growth and congestion of maritime ports. Requires the council to compile specified information and submit its findings to the Legislature on methods to better manage that growth and the environmental impact of moving goods through ports.

STATUS:
 08/24/2004 *****To GOVERNOR.
NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054

CA AB 2628

AUTHOR: Pavley (D)
TITLE: Vehicles: Preferential Lanes
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 08/23/2004
LOCATION: To Governor
SUMMARY:

Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes.

STATUS:
 09/13/2004 *****To GOVERNOR.
Position: CALCOG-Opp

CA AB 3047

AUTHOR: Assembly Transportation Committee
TITLE: Transportation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
LAST AMEND: 07/15/2004
LOCATION: To Governor
SUMMARY:

Authorizes the Transportation Commission to relinquish portions of certain highways to specified local agencies. Revises projects supported by the toll surcharge on bay area toll bridges. Relates to the statement on a smog certificate upon the transfer of a motor vehicle. Relates to provisions governing the traffic violation point system. Relates to the provisions governing the fee for abatement of abandoned vehicles. Relates to placards and plates for disabled persons.

STATUS:
 09/01/2004 *****To GOVERNOR.

CA SB 924	AUTHOR: Karnette (D) TITLE: Global Gateways Development Council FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/21/2003 LAST AMEND: 06/24/2004 LOCATION: To Governor SUMMARY: Establishes the Global Gateways Development Council in the Business, Transportation and Housing Agency, to review and collect data and information concerning the needs of commercial transportation and to advise the Legislature, the agency, the Transportation Commission, and regional transportation planning agencies in that regard. Requires the council to report annually to the Governor on the condition of the State's goods movement transportation system. STATUS: 08/31/2004 *****To GOVERNOR.
CA SB 1087	AUTHOR: Soto (D) TITLE: Highways: Safe Routes To School Construction Program FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/05/2004 ENACTED: 09/09/2004 LOCATION: Chaptered CHAPTER: 392 SUMMARY: Extends the repeal date of projects for the improvement of highway safety and the reduction of traffic congestion. Extends the operation of the Safe Routes to School construction program. Requires the department to continue to study the effectiveness of the program and to report to the Legislature by March 1, 2007. STATUS: 09/09/2004 Signed by GOVERNOR. 09/09/2004 Chaptered by Secretary of State. Chapter No. 392 Position: CSAC-Watch
CA SB 1210	AUTHOR: Torlakson (D) TITLE: Design-Sequencing Contracts FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/10/2004 LAST AMEND: 08/26/2004 LOCATION: To Governor SUMMARY: Relates to the Department of Transportation pilot project to let design-sequencing contracts for the design and construction of not more than 12 transportation projects. Establishes a phase 2 of this pilot project. Requires the Director of Transportation to consider selecting projects that improve interregional and intercounty routes. STATUS: 09/03/2004 *****To GOVERNOR.

MEMO

To: Transportation and Communications Committee
From: Arthur Bauer, Finance Consultant to SCAG
Date: August 13, 2004
RE: Status of State Transportation Funding and Policy Issues.

RECOMMENDATION: For Information Only

SUMMARY: There are currently several state transportation funding issues that are related to building the projects in the 2004 adopted Regional Transportation Plan, both in the near term as well as in the outer years of the plan. The constraints on the availability of near-term transportation revenues can have important consequences for achieving conformity in the SCAG Region, as they may impede the construction of transportation control measures (TCMs) by 2010. In this memorandum, the near-term issues of the STIP shortfall, toll bridge financing for the eastern span of the San Francisco-Oakland Bay Bridge and the equity issues associated with the North/South are summarized. The long-term implications of the transportation reform proposed by the California Performance Review report will be briefly discussed.

A thorough review of these issues will be presented at the TCC meeting. By that time the funding issues associated with the Bay Area Toll Bridges should be resolved and its statewide implications, if any, should be obvious.

BACKGROUND:

2004 STIP Financing

The California Transportation Commission recently adopted the 2004 STIP, California's capital outlay program for capacity increasing transportation projects that are funded entirely or in part by state transportation revenues. However, the CTC does not anticipate releasing funds for new projects until after the November 2004 election. The CTC had anticipated funding \$2.2 billion in projects this fiscal year. In fact, the most it might be able to fund is perhaps \$500 million in projects. This is because of the loans and transfer of transportation revenues to the state general fund and the lower than estimated federal revenues. About \$5 billion has been lost to transportation between the 2002-03 and 2004-05 fiscal years.

The CTC is counting on \$1.2 billion in revenues from the new Indian gaming compact, reauthorization of the federal transportation funding legislation and adjusting the taxation of ethanol to recoup over \$300 million for California from the federal government to fund this years program.

North/South Split

The North/South split is a formula to addressing geographic equity in the expenditure of capital outlay funds for highway improvements in the state. Thirteen counties comprise the southern group and 45 counties comprise the northern group. The split is currently 60% to the South and 40% to the North. Within each county group, the eligible revenues are distributed among the counties on a formula based on centerline miles and population.

MEMO

The revenue sources that are included in the calculation of the North/South split includes the following revenue sources:

- Regional Transportation Improvement Program
- 40% of the Interregional Transportation Improvement Program
- Public Transit Account allocated to Caltrans that may be matched with local revenues to fund transit projects
- Transportation Investment Fund revenues that are used for STIP projects

The Legislature has exempted two capital outlay programs from the split, the SHOPP program and the Seismic Safety Retrofit Program. The Retrofit program has been seen by the Legislature and transportation interest as a statewide safety program to reduce the probability of bridges collapsing during earthquakes and should be exempt from the split. The SHOPP was exempted from the split with the enactment of SB 45 in 1996. The argument for this action was that the SHOPP is a system protection program, based on needs. This is an important point of controversy because the total cost of the SHOPP on a yearly basis is nearly the same as the STIP. Other expenditures not included in the calculation of the North/South split are the following:

- Maintenance of state highways.
- Caltrans' operations, e.g., legal, general administration, planning, civil rights, human resources, etc.
- Local Assistance, including railroad grade crossing maintenance, bicycle transportation account, congestion mitigations and air quality, regional surface transportation programs, local highway bridge replacement and rehabilitation, local seismic retrofit, local hazard elimination and safety and local emergency.
- The Traffic Congestion and Relief Program.
- Environmental Enhancement and Mitigation Program.

In terms of the North/South split, accounting for it programmatically does not account for all the expenditures on highway projects. For example, the settlement of construction projects with contractors occurs long after construction is complete and the value of the claim would not be assigned to a project for the equity calculation. Prior to SB 45, the North/South split was calculated on the basis of the actual project costs.

Toll Bridge Funding

The funding of the seismic retrofitting and reconstruction of the east span of the San Francisco-Oakland Bay Bridge has been a continuing transportation funding issue for several years. Since the Loma Prieta Earthquake in 1989, there has been a continuing effort to improve the seismic safety of the seven state owned toll bridges in the San Francisco Bay Area. Legislation enacted in 1997, the new Bay Bridge was estimated to cost \$1.285 billion. In 1996, the total bridge program was estimated to be \$2.6 billion. Today, the total program cost has



ballooned to nearly \$9 billion. The new eastern span is estimated now to cost \$5 billion, nearly twice the \$2.6 billion estimate made in 2001. Funding for the bridge program is from Seismic Retrofit Bonds enacted in 1996, tolls and a portion of \$745 million from the State Highway Account for bridge retrofit. The options include raising the tolls, refinancing the bonds and dipping back into the Highway Account. With contracts awaiting to be awarded the legislature has until the end of the session to adopt a funding strategy to cover the shortfall.

California Performance Review

The California Performance Review is a report on reorganizing state government to improve its efficiency and effectiveness. Among the transportation reforms are the following:

- Place the Caltrans functions in an Infrastructure Agency that would also include the functions of the department of water resources, the energy commission and other infrastructure related functions.
- Abolish the California Transportation Commission.
- Transfer 6,500 miles of state highways to local governments.
- Implement more hot lanes and toll roads.
- Transform the gas tax to a vehicle miles traveled fee.

MEMO

DATE: September 2, 2004

TO: The Transportation and Communications Committee (TCC)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: State and Federal Legislative Update

SUMMARY:

With the State Legislature set to adjourn on August 31st, the last days of the legislative session may be focused on a bill introduced by Senator John Burton (D-San Francisco) to appropriate funds to defray the costs of the Bay Bridge overrun, which could be as high as \$5.1 billion. A bridge bill is likely to reawaken the issue of the North-South funding disparity. Also in the Legislature, the Regional Investment in Goods Movement, Highways and Transit Act of 2004 may be conferenced with bills related to design build. At the federal level, the efforts to reauthorize TEA-21 continue, but with delays that may extend into 2005.

BACKGROUND:

State Legislative Update

Bay Bridge Cost Overrun

Following the enactment of the budget on July 31st, the Legislature returned to committee business, attempting to finalize work by the August 13th deadline for fiscal committees to hear bills. As committee deliberations restarted, the issue of Bay Bridge cost overruns surfaced, with Caltrans postponing several times the release of a report detailing the extent of the overrun.

At the time of this writing, the eastern span of the Bay Bridge is expected to cost \$5 billion dollars, compared to preliminary estimates of \$1.1 billion in 1997. In 2001, the design of the bridge was changed, with a \$2.6 price tag. With the bridge only half-finished, the costs are believed to have risen to as much as \$5.1 billion. High steel and concrete prices are blamed for the increase.

Options to finance the overrun are varied. They include raising tolls from \$3 to \$4; charging higher tolls at peak hours; refinancing bonds used to pay for construction; and imposing a regional tax on gasoline sales. Each option presents difficulties. Bay Area drivers only recently faced the toll increase from \$2 to \$3 on July 1; \$4 may be too much, too soon.

Likewise, a regional gas tax would affect people who don't use the toll bridges, and congestion pricing--raising the tolls at peak traffic periods--would be new to the Bay Area. Transportation

officials are also investigating whether refinancing bonds at lower interest rates could offset the overruns. This involves borrowing against the anticipated revenue from future tolls by issuing bonds.

In Sacramento, it is believed that legislation may be introduced by Senator John Burton (D-San Francisco), who is termed-out of office this year, to appropriate state transportation dollars to cover some of the costs of the overrun. Time is short in the legislative session with adjournment on August 31st. However, if a bill were passed, it could amount to a massive transportation funding disparity between Northern California and Southern California.

The North-South split, as it is called, has existed since the 1920s, with Northern California receiving a disproportionate amount of transportation funding despite Southern California's ongoing need for adequate transportation resources. If Senator Burton introduces a bill, a unified Southern Californian response is likely, and SCAG is prepared to lead the effort to ensure the region is fairly represented in transportation appropriations.

RIGHT

On August 11th, SCAG participated in a conference call with CALCOG and the region's county transportation commissions to discuss RIGHT, the Regional Investment in Goods Movement, Highways and Transit Act of 2004. The CTCs have provided SCAG with excellent amendments for the bill, which have been incorporated fully. The bill remains, with SB 1210 (Torlakson) and SB 1793 (McPherson) relating to design build, ready to be conferenced together in the coming weeks into final form.

Federal Legislative Update

Reauthorization of TEA-21

The latest extension of the Transportation Equity Act of the 21st Century (TEA-21) will expire September 24th for highway programs and September 30th for transit. When Congress reconvenes on September 7th, absent any action in September, Congress may pass yet another short-term extension or may pass a longer-term extension, deferring action until the new Congress takes over next year.

SCAG continues to advocate for the region in conference committee via its Washington, D.C. representatives and as part of larger coalitions like the Southern California Consensus Program delegation, the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC).

MEMO

Date: September 15, 2004

To: Transportation and Communications Committee

From: Alan Bowser, Senior Regional Transportation Planner
(213-236-1843) or Bowser@scag.ca.gov

RE: I-710 (San Pedro Ports to SR-60) Community Involvement Process Milestone

RECOMMENDATION: Information Item.

SUMMARY: The attached report presents the final consensus resulting from six months of deliberations by broad-based group appointed by I-710 corridor communities and the I-710 Oversight Policy Committee.

Ernest Morales, the I-710 RSTIS Project Manager will brief the TCC regarding the conclusion, outcomes and next steps of this important public involvement process.

FISCAL IMPACT:

All work related to approving the recommended staff action is contained within the adopted FY 2004-2005 budget and does not require the expenditure of any additional financial resources.

attachment

I-710/MAJOR CORRIDOR STUDY
Tier 2 Community Advisory Committee

**Major Opportunity/Strategy Recommendations
and Conditions**

August, 2004

Acknowledgements

TIER 2 COMMITTEE MEMBERS

Glenna J. Amos* <i>City of South Gate</i>	Larry Galvan* <i>City of Cudahy</i>	Dr. Elisa Nicholas <i>Long Beach Alliance for Children with Asthma</i>
Harold Arsenian* <i>City of Vernon</i>	Julie C. Gonzalez* <i>City of Bell</i>	Harold Omel* <i>City of Long Beach</i>
Dr. Ed Avol <i>USC School of Medicine</i>	Steve Goodling <i>Long Beach Area Convention and Visitors Bureau</i>	Servando Ornelas* <i>East Los Angeles</i>
Hamid Bahadori <i>Automobile Club of Southern California</i>	Patricia Herrera* <i>City of Long Beach</i>	Bill Pagett <i>Technical Advisory Committee Chair</i>
Gerald Burgess* <i>City of Paramount</i>	Roger Holman* <i>City of Long Beach</i>	Noel Park <i>San Pedro Peninsula Homeowners Coalition</i>
Victor Coballero* <i>City of Huntington Park</i>	Alan Hose* <i>City of Long Beach</i>	Ray Park* <i>City of Carson</i>
Gustavo Camacho* <i>East Los Angeles</i>	Tom Houston* <i>City of Compton</i>	Luis Romero* <i>City of Maywood</i>
Malcolm Carson <i>Legal Aid Foundation of Los Angeles</i>	Randy Kendrick <i>City of Bell</i>	Patty Senecal <i>Transport Express</i>
Roberto Chavez* <i>City of Compton</i>	Bobbi Kimble* <i>City of Long Beach</i>	Harold Tseklenis* <i>City of Downey</i>
Louis Diaz <i>International Brotherhood of Teamsters</i>	Angelo Logan <i>Coalition for Environmental Health and Justice</i>	Linda Vitale* <i>City of Long Beach</i>
Clifford Dunbar* <i>City of Bell Gardens</i>	Dr. Joseph Magaddino <i>California State University at Long Beach</i>	Rod White* <i>City of Lynwood</i>
Bob Eula* <i>City of Commerce</i>	Mandy McLaughlin* <i>City of Compton</i>	Harold Williams <i>South Bay Council of Governments</i>
Belinda Faustinos <i>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</i>	Dr. Domenick Miretti <i>Marine Clerks Association</i>	

*Designated Tier 1 Community Advisory Committee Member representing corridor communities.

Note: Some communities had a change in representatives during the process

STAFF SUPPORT

Metro: Lynda Bybee, Susan Gilmore, Ray Maekawa, Ernest Morales

Gateway Cities COG: Deborah Chankin, Richard Powers, Jerry Wood

MIG: Pat McLaughlin, Esmeralda Garcia, Katherine Padilla

Executive Summary

INTRODUCTION

This report presents the final consensus resulting from six months of deliberations by a broad-based group appointed by I-710 corridor communities and the I-710 Oversight Policy Committee. Known as the Tier 2 Committee, this group represented a broad base of interests, including local communities, academic, environmental, business, community and environmental justice. The most directly impacted communities in the corridor were invited to form community-level committees (known as the Tier 1 Committees). The chairs of these committees were also represented on the Tier 2 Committee, along with a representative named by each City Council in the remaining corridor cities.

The following guiding principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process:

1. **This is a corridor – considerations go beyond the freeway and infrastructure.**
2. **Health is the overriding consideration.**
3. **Every action should be viewed as an opportunity for repair and improvement of the current situation.**

The Committee recognizes that something must be done to address the current congestion and design of the I-710 freeway. The high number of trucks on the freeway uses up capacity and the mix of cars and trucks poses a serious safety concern. The committee agrees that the hybrid design concept presented could accomplish maximum build out in a manner that reflects the Tier 1 CACs' concerns and recommendations for their communities, with the exception of the City of Commerce and East Los Angeles area which require further study. However, the I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Today, particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Long Beach and Los Angeles are our communities' primary air-quality-related health concern. **Therefore, the conditions for major infrastructure improvements must be as follows:**

1. Implement a corridor level action plan to improve community air quality.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health; corridor air quality must comply with county, state and federal standards prior to the start of mainline construction

and the entire project taken as a whole must result in a net reduction in criteria pollutants.

3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees must have formally endorsed the freeway improvement design concept.
4. Prior to adopting a preferred alternative the OPC must conduct a study and cost benefit analysis of potential goods movement alternatives as an alternative to increasing the capacity of the I-710 Freeway.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of construction on the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

The Committee recognizes that certain aspects of the design concepts, particularly for designated on-ramps, may be appropriate for implementation prior to addressing the “mainline” issues. However, these improvements cannot be constructed in isolation from all of the other recommendations such as public health, community enhancement, and noise abatement. The I-710 design must take into account the safety and quality of life of the communities in the corridor, including provisions for greenbelts and open space.

This Executive summary presents a synopsis of our committee’s findings and recommendations which are presented in eight topic areas. (Greater detail is provided in the full report.)

HEALTH

Air quality is the number one public health issue. Poor air quality has had significant negative impacts on public, economic, environmental and community health in the corridor. Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Los Angeles and Long Beach are our communities’ primary air-quality-related health concern. The first consideration for approval of any improvements within the I-710 corridor must be the project’s ability to reduce air quality impacts. Therefore, these steps must be taken before construction can begin on the “mainline” project to reduce air pollution.

The Tier 2 Committee recommends the following air quality improvement strategies:

1. Develop an action plan to improve air quality in the corridor.
2. Implement a corridor level action plan to improve community air quality.
3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.
4. Pursue opportunities for incremental improvements.
5. Implement port-specific air quality improvement strategies.

JOBS AND ECONOMIC DEVELOPMENT

The twin ports of the San Pedro Bay generate significant economic benefits for the region as a whole. However, the cost associated with the movement of goods is primarily borne by local communities. These external costs, including increased levels of pollution, have reduced the attractiveness and livability of these communities. To address this imbalance, local residents and businesses must become net beneficiaries of the continued growth in international trade through the local ports. Improvement of air quality and the environment are essential for the area to take advantage of and capitalize on the area's assets. In addition, an investment in education is necessary to continue to diversify the economy and provide economic opportunity for residents.

The Tier 2 Committee recommends the following economic development strategies:

1. Position the I-710 corridor and Gateway communities for a post-oil economy.
2. Create a community environment that attracts and retains businesses and residents who can support a new gateway cities economy.
3. Enable the I-710 corridor and Gateway communities to become more proactive in today's economy.
4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in this new economy.
5. While promoting the importance of all business, specifically recognize small business as an economic driver and foster its growth within the communities.
6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages.

SAFETY

The I-710 corridor is one of the most unsafe freeways in the State. Increasing truck traffic, conflicts between cars and trucks, aging infrastructure, and outdated design are all contributing causes to accidents in and around the freeway. The high concentration of older trucks, which frequently become disabled, poses a significant safety hazard, as do truck intrusions into nearby communities and neighborhoods. Just as the Alameda Corridor helped reduce conflicts between trains and automobiles, any improvements to the I-710 corridor must resolve the inherent conflicts between automobiles and trucks.

The Tier 2 Committee recommends the following safety improvement strategies:

1. Continue support and implementation of safety programs.
2. Increase enforcement of traffic and vehicle safety laws and regulations.
3. Increase public and trucker education on safety and neighborhood issues.
4. Implement infrastructure improvements.
5. Separate trucks and cars.

NOISE

Excessive noise is a serious public health concern in the corridor and cannot be resolved by simply building more sound walls. A comprehensive analysis of noise along the corridor must lead to a plan that recognizes the health impacts to our communities and seeks to resolve those impacts by providing appropriate relief. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impact upon the affected communities.

The Tier 2 Committee recommends the following noise control strategies:

1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway.
2. Implement noise mitigation programs.
3. Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.

CONGESTION AND MOBILITY

The major purpose of congestion relief must be to improve the quality of life and economic vitality of the corridor rather than simply to accommodate port growth. The current corridor capacity is not adequate even for the existing demands in the area. The current conditions along the corridor are simply not acceptable. The Committee suggests an approach that provides multiple options for personal mobility – auto, pedestrian, bike and transit – within the corridor. Likewise, goods movement requires a comprehensive, regional approach that reduces bottlenecks in all segments – ship, truck, and rail.

The Tier 2 Committee recommends the following congestion and mobility strategies:

1. Maximize use of existing infrastructure.
2. Implement expanded public transit solutions.
3. Provide a comprehensive bicycle and pedestrian network with connectivity throughout the area.
4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access.
5. Support cooperative planning among all ports along the West Coast.

COMMUNITY ENHANCEMENTS

The I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Plans for future improvements to the I-710 are not intended to solely address congestion and mobility problems. Instead a revitalized I-710 must be the catalyst to enhance local communities along the corridor, creating an even more desirable place to live, work, and play. Major infrastructure improvements must also be conditioned on conclusion of satisfactory agreements with the neighboring communities to fully mitigate negative aesthetic impacts and to mitigate the impacts of any increased light and glare.

The Tier 2 Committee recommends the following community enhancement strategies:

1. Preserve existing parks, open space, and natural areas.
2. Develop and implement community enhancement projects.
3. Provide programs to minimize construction impacts.
4. Develop and implement a plan for arterial streetscapes.
5. Mitigate light and glare in surrounding communities.

DESIGN CONCEPTS

A new design concept for I-710 and/or alternative transportation modes for vehicles and goods movement is needed that responds to the specific design recommendations developed by the Tier 1 CACs to minimize or limit take of homes within their communities along I-710. The hybrid design, as developed to date, does a credible job of accomplishing this goal. However, final decisions on project configuration can only be made subsequent to incorporation of the further study of East Los Angeles and City of Commerce and upon completion of cost benefit and environmental studies. The I-710 design must take into account the safety and quality of life of the communities located next to the freeway, including provisions for greenbelts and open space.

The Tier 2 Committee recommends the following design concept strategies:

1. Endorse the specific Tier 1 CAC recommendations included in the Appendix.
2. Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this report, including those recommended by both Tier 1 and Tier 2 CACs.
3. If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks.
4. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts.
5. Redesign unsafe and congested interchanges on I-710.
6. Consider future needs and requirements in implementing new I-710 design.
7. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must satisfy criteria detailed in this report.

ENVIRONMENTAL JUSTICE

In the fifty years since the freeway was first built, the corridor has become home to minority and low-income populations. For many years, the people who live within the corridor have shouldered an unfair burden in health, economic, and quality of life issues. Environmental justice requires a mechanism for the meaningful involvement of all people in the transportation decision-making process and to ensure that the low-income and minority communities receive equitable distribution of the benefits from transportation activities without suffering disproportionate adverse impacts.

The Tier 2 Committee recommends the following environmental justice strategies:

1. Include the corridor communities in the planning process, in a meaningful way, including provision of appropriate language translation.
2. Ensure that impacts do not disproportionately fall on low-income people or people of color.
3. Ensure that the benefits from the projects flow to the corridor communities.

ORGANIZATION AND PROCESS

To ensure that the work of the Tier 2 Committee is carried forward as set forth in the full report, a task force of representatives from the Tier 2 CAC, the OPC and the TAC should be established to plan and oversee the implementation of the conditions and recommendations of the Tier 2 CAC.

The Tier 2 Committee recommends the following organization and process strategies:

1. This Tier 2 Report will be formally “agendized” and presented to the OPC when it convenes in September 2004 for its consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons.
2. Following the OPC’s meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC.
3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.

CONCLUSIONS AND NEXT STEPS

This report is hereby presented by the Tier 2 CAC to the I-710 Oversight Policy Committee. The Committee expects that its recommendations will be carried forward by the OPC, the Gateway Cities COG, the Los Angeles County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG) and the California State Department of Transportation (Caltrans). Further, we expect our recommendations to be used as required guidance in the planning and development of

future corridor improvements. The Committee and the communities we represent expect to have continued formal and meaningful participation in the I-710 corridor improvement process and look forward to working with the OPC and future project sponsors toward an improved and revitalized I-710 Corridor.

MEMO

Date: August 12, 2004

To: Transportation and Communications Committee

From: Alan Bowser, Senior Regional Transportation Planner
(213-236-1843) or Bowser@scag.ca.gov

RE: Regional High-Occupancy Vehicle Lane System Performance Study

RECOMMENDATION: Information Item.

SUMMARY:

The attached Executive Summary describes ten findings/conclusions and eight recommendations that emerged from this study, all consistent with the adopted 2004 Regional Transportation Plan and with work conducted by the Los Angeles County Metropolitan Transportation Authority (2002).

In overview, polling results confirm that 76% of respondents in the study area support or strongly support HOV lanes. Favored are 24 hour-7 days a week operations, HOV lane separation from mixed-flow lanes and the 2+ HOV lane occupancy requirement.

BACKGROUND:

The Southern California Association of Governments (SCAG) conducted this study for the purpose of analyzing the current performance of the HOV lane system in the region. The study area consists of the counties of San Bernardino, Riverside, and Orange. Los Angeles County is not included in this study because the Los Angeles County Metropolitan Transportation Authority recently completed the HOV Performance Program Evaluation Report (The Parsons Brinckerhoff Study Team, November 2002) for Los Angeles County, which the SCAG study is designed to complement.

DISCUSSION:

Technical results indicate the continued development and operations of HOV lanes is followed by gradual growth of ridesharing, existing lanes are well utilized, typical HOV lane trips offer travel time savings ranging from 1-15 minutes, HOV lane to HOV lane direct connectors (interchanges) although costly reduce accident rates, mobility performance indicators (VMT, VHT and Travel Speed) are optimized with a 2+ occupancy requirement today and well into the future, violation rates are very low (1.2%) and transit operations currently contribute relatively little to person movement in the study counties.

Through the HOV Study TAC, study recommendations include: (1) continue all-day, all-week, 2+ with limited access/egress HOV system operations, (2) address congested segments on a case by case basis, (3) defer 3+ conversion strategies as long as possible, (4) emphasize transit investment to increase

MEMO

occupancy on HOV lanes, (5) complete the programmed and planned HOV lane system including mainline and direct connectors in order to capture system and traveler benefits, (6) undertake future research regarding HOV lane design and implementation, (7) access strategies to increase HOV lane through-put and (8) support HOV performance monitoring.

These recommendations are consistent with the adopted 2004 Regional Transportation Plan. In addition, staff recommends forwarding recommendations relating to transit usage of HOV lanes to SCAG Transit Task Force for further consideration.

FISCAL IMPACT:

All work related to approving the recommended staff action is contained within the adopted FY 2004-2005 budget and does not require the expenditure of any additional financial resources.

attachment



MEMO

DATE: October 7, 2004

TO: The Transportation and Communications Committee (TCC)

FROM: Rosemary Ayala, Lead Regional Planner
Phone: (213) 236-1927, ayala@scag.ca.gov

SUBJECT: 2004 Regional Transportation Improvement Program

RECOMMENDATION: Information Item

SUMMARY:

The Regional Council at their September 2, 2004 meeting approved the 2004 Regional Transportation Improvement Program. Subsequently, the 2004 RTIP was formally transmitted to the state and federal agencies for their review and approval. Staff will provide you with an update on the status of the RTIP approval and on MTA Board action on funding TCM's.

FISCAL IMPACT:

All work related to approving the recommended staff action is contained within the adopted 2004-05 budget and does not require the expenditure of any additional financial resources.

